Approved For Release 2003/12/23 : CIA-RDP33-02415A000300150042-5

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TDEA-0705

	Monthly Commander's Report	·		
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M:	Chief, DPD			
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long with heir per verflig	Two successful operational missions were at the our normal training program. I believe ak proficiency and are now quite confident that and increased training program. When should be in good shape to conduct a sustain	that the had as a result of the s the new article arriv	ve reached 2 uccessful es from	:5×
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	2. Personnel Requirements:
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	3. General
25X1A	underwent surgery on 15 February 1962 to have a bone graft perfor-
	A Table Command All indications are that the obstation has been sub-
	cessful. His incisions have been healing nicely and he is scheduled to be re- leased from the hospital on 1 March 1962. He will be required to wear a rigid
	cast for approximately 90 days.

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	4. Total expenditures for February 1962 were enclosed in Attachment 1.
c.	Operations
11	2. The T-33 was flown a total of 41:45 hours. Training for 9, and 13 was accomplished as per Attachment 2.
P 1	3. Weekly pilet's meetings were held, with
Мө	4. The Photo Interpreter reviewed film from 18 training missions. 11 or prepared on the two operational missions.
	5. The Personal Equipment Section modified the Personal Equipment test of a greater range of tests of electrical parts. Another Q207 seat pack has t into use, bringing the total to 7.

- 1. Special emphasis is placed on the Materiel portion of this month's summary report for several reasons:
 - a. The Materiel function embraces supply support of the Detachment from the "bits and pieces" needed in flying the prime mission to the many and varied other requirements of the day-to-day operation. This Detachment has taken pride in witnessing a support function established that, despite its crudest beginnings and facilities, has evolved into a smooth and competent service activity.
 - b. A quick and recognizable measure of any support activity is its ready ability at supporting the prime mission. It may be noted that this Detachment has yet to experience a grounding of the mission or an out-of-commission status on the airborne systems for lack of supplies. This distinction has been attained despite this organization's remote location and its complete dependence on the ZI depot for supplies of this nature.

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- 2. Forwarded under separate cover as Attachment 3 are photographs that display certain details of the Materiel activity. Some of the features indicated are thought to be unique, insofar as their application to this type of organization is concerned. Highlighted examples are:
 - a. Use of plywood bin boxes manufactured to our specifications locally at a cost of 10 cents each. These come with dividers and have proven most satisfactory in storing the many FAK supplies (Photo A).
 - b. Mounting of high-demand hardware on the face of the bin boxes as a visual display. This permits immediate identification by Maintenance personnel of their needs and has practically eliminated the searching through books or cards for these fast moving items (Photo A).
 - c. A wall mounted tool crib for SLOE tools that are used on special tasks or applications. Tools are mounted in stock number sequence. When a tool is drawn out, a signed chit is placed on the board in its stead until the tool is returned at the end of the work period (Photos B & G).
 - d. A special feature on the wall tool bin are about a hundred small polyethlene bags that are partially full of oil and which provide a perpetual oil bath for bits, drills, sockets and other small tools. The local humidity extremes create heavy corresion problems and oil immersion storage has reduced the problem considerably (Not visible in photos).
 - e. The main part of the administrative functions are performed in the Supply office. Stock and property cards, vouchers, research books and allied documents are maintained here (Photo D).
 - f. A direct over-the-counter issue and receipt facility serves the hangar floor. Every item issued from FAK stock is immediately recorded and within a 24 to 48 hour period, a replenishment request is on the way to the depot. On priority requests, the processing is immediate. Stock locator files are also located in this area. These cards pinpoint the location of each item, the quantity on hand, its status and the inventory periods (Photo E).
 - g. A necessary adjunct to the Supply office is the annex in which the can attend to the vehicle Materiel Officer and maintenance, POL, building & grounds upkeep, and similar support needs of the Detachment (Photo F).
 - 3. This Detachment has been gratified to note the favorable comments that various visitors to this Detachment have expressed over the Materiel operation. It is understandable even more gratifying to know that our own internal capability at sustaining the mission has consistently remained at such a high level of effectiveness.

E. Maintenance

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F. Security	
when arrive that his flying equipment was well	ed ferrying replacementit was notedhas been
informed of this for future flight during the month.	s. No major security problems or events occurred
G. Special Equipment	
footage of 10,214 ft. of film. Bo	were accomplished during the month for a total th missions were successful. One training tage of 4,140 ft. This mission was also successful
2. The process duplicate positives of the original within 6 hours. The quality of the	ed both operational mission Tracker films and l negative were delivered to this organization of films was excellent.
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7. No problems or difficulti	es were encountered during the month.
H. Communications	
H. Communications	
2. To date there have been no navigation equipment on any flight dition of the equipment and the examplements	is. This can be attributed primarily to the con- spediency of logistics in processing repairable th the new ARC type VOR and radio compass of which hand. Manuals, spare components and test kits have easis and it is hoped that no equipment failures are
2. To date there have been many flight dition of the equipment and the excomponents	is. This can be attributed primarily to the con- spediency of logistics in processing repairable the new ARC type VOR and radio compass of which hand. Manuals, spare components and test kits have easis and it is hoped that no equipment failures are red.
2. To date there have been no navigation equipment on any flight dition of the equipment and the excomponents	the can be attributed primarily to the con- cpediency of logistics in processing repairable the new ARC type VOR and radio compass of which hand. Manuals, spare components and test kits have asis and it is hoped that no equipment failures are red. The circuit is proving to be over
2. To date there have been no navigation equipment on any flight dition of the equipment and the excomponents	spediency of logistics in processing repairable ith the new ARC type VCR and radio compass of which hand. Manuals, spare components and test kits have asis and it is hoped that no equipment failures are red. The circuit is proving to be over reliability critical operational traffic can be reliability of the circuit can be attributed to

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Attachments:

- 1. Summary of February 1962 Expenditures, in dupl, h/w
 2. Flying Accomplishment Chart, 1 copy, h/w
 3. 6 Photographs 1 copy each u/s/c.
 4. Identities, in trip, u/s/c.

Distribution:

0 & 2, Hdqs, w/atts as stated

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